

THE NEWS OF NORFOLK ON PAGES 2, 3, 5, 6 AND 12.

WEATHER REPORT.

Washington, Sept. 16.—Weather forecast for Sunday and Monday:
Virginia.—Fair, warmer Sunday; Monday generally fair; fresh southerly winds.
North Carolina.—Showers Sunday; Monday fair; fresh easterly winds.

Norfolk and vicinity.

WEATHER FORECAST FOR TO-DAY.
Fair and warmer; winds shifting southerly.

TEMPERATURE, RAINFALL AND HUMIDITY.

September 16, 1899.
Maximum temperature 74
Minimum temperature 62
Normal temperature 72
Departure from normal plus 4
Departure since Jan. 1st plus 38
Rainfall in past 24 hours09
Rainfall since first of month21
Mean relative humidity 65

CALENDAR.

Sun rises, 5:50 a. m.; sets, 6:09 p. m.

TIDES.

Norfolk—High water, 6:57 a. m. and 7:20 p. m.; low water, 6:50 a. m. and 1:10 p. m.
Old Point—High water, 6:36 a. m. and 7:05 p. m.; low water, 6:29 a. m. and 12:49 p. m.

DIED.

BONNEY.—At her residence, Pungo, Princess Anne county, September 16th, at 8:30 o'clock a. m., Mrs. ARSENATH, the wife of Mr. V. W. Bonney, in the 57th year of her age.

The funeral will take place THIS (Sunday) AFTERNOON at 3 o'clock.

Monuments and Gravesites.

The selection of a suitable memorial in marble or granite can be readily made from our stock, for we carry the largest assortment of finished designs in the South.
THE COOPER MARBLE WORKS
Established 50 Years.
159 163 Bank St., Norfolk, Va.

MEETINGS.

A SPECIAL COMMUNICATION OF F. & A. M., will be held MONDAY EVENING September 18th, 1899, at 8:00 o'clock a. m. at 8 o'clock sharp, for work in the Second Degree.
All Master Masons in good standing are fraternally invited.
By order W. M.
GEO. B. JENKINS, Secretary.
(Ledger Copy.)

OFFICERS AND MEMBERS OF LA-PAYETTE LODGE NO. 1, 9, 1, O. O. F., will be held at a regular meeting on WEDNESDAY, September 20th, at 8 o'clock p. m. Business of importance requires their presence.
By order of the N. G.
HENRY WETZEL, Sec'y.

THE ANNUAL MEETING OF THE STOCKHOLDERS OF THE ELIZABETH PARK AND LAND COMPANY will be held at the office of James W. McCarrick, at 12 o'clock noon FRIDAY, SEPTEMBER 22nd, 1899.
D. F. DONOVAN, Secretary.

STOCKHOLDERS' MEETING.

A general meeting of the stockholders of the Virginia Electric Company is here by called to be held at the office of the company, No. 24 Main street, in the city of Norfolk, at 10 a. m. of THURSDAY, October 6th, 1899.

JOHN L. WILLIAMS & SONS, Stockholders hold more than one-tenth of the capital stock of the Virginia Electric Company.

WALTER H. DOYLE, President.

THE ANNUAL MEETING OF THE STOCKHOLDERS OF THE AMERICAN FERTILIZER CO. will be held at the Company's office, No. 13 Atlantic street, Norfolk, Va., on WEDNESDAY, the 13th day of September, 1899, at 12 o'clock M.
FRANK E. WILCOX, Secretary.

THIS MEANS SOMETHING



Almost every dentist advertises "Teeth Extracted Without Pain." He means to extract your teeth without pain, but he does not always do it. It's not his fault—it's the fault of the method he uses. "The Newest Discovery" renders the gums absolutely—wholly—insensible to pain. It never fails. It leaves no bad after effects.
Don't cling to the old methods and possible pain—take advantage of 1900 methods.
"The Newest Discovery" is administered in my office only.

N. Y. DENTAL ROOMS ONLY

No. 324, Cor. Main and Talbot Sts.
(N. Y. OF MONUMENT)

NORFOLK, VA.

This is no narcotizing vapor to inhale. No irritating solution of cocaine injected into the gums, but is perfectly harmless for young and old. No experiment—successfully used on thousands since February 4th, 1899. Heart disease and lung affection are no barriers to its use.

J. D. ENNES, Dentist.



Sponges!

Sponges!

Sponges!

Everything for the Bath.

Trotter's Drug Store,

388 Main Street Cor. Church.

RAILROAD CHAT

The Seaboard Air Line May Build Into Washington.

An Important Denouncement to Occur Before the End of the Year—Revival of Baltimore and Ohio Company—Baltimore—Baltimore.

From the Raleigh News and Observer it is learned that a gentleman who is in a position to know, has predicted that there will be developments in the railroad situation in the South before the year is out hardly less significant and far-reaching than the acquisition of the F. C. and P. by the Seaboard system.

"The Seaboard is the storm center just now," he declared. "Its sudden emergence from the troubles that beset it a few years ago as a foreshortened line with no northern or southern connections has attracted all eyes to it. It has now a Southern outlet. You may depend upon it, it will not stop until it has a thoroughly satisfactory connection with the North as well. This may be done in one of several ways, by building some new lines or by a close traffic arrangement."

In support of his opinion he instanced the declaration of President John Skelton Williams at the meeting of the Seaboard officials in New York a few evenings since. It seems the Seaboard has been endeavoring to perfect arrangements for getting into Washington over the tracks of the Richmond, Fredericksburg and Potomac Railroad.

Speaking of this Mr. Williams said: "Many reports have been published calculated to injure the Seaboard Air Line. We care little for these. The road has never been in the hands of a receiver, and has been a uniform success from the start. We are building a road of 102 miles from Richmond, Va., to Ridgeway, N. C.; another of 85 miles from Columbia, S. C., connecting with the Florida, Central and Peninsular, and still another of 17 miles from Milledgeville to Savannah. This will give us 2,550 miles of continuous road."

"We expect to run our own trains into Washington, and engineers are now surveying between Richmond and the National Capital. This road will be built unless we can make satisfactory terms with the Richmond, Fredericksburg and Potomac Company."

"The new line as constructed will open a short line from New York to Tampa, making, indeed, the shortest to Cuba and the West Indies. We have all the money we need and have refused many offers of financial assistance."

There is also a persistent rumor that the Seaboard and the Baltimore and Ohio will combine to meet the competition of the Southern and the Pennsylvania. This rumor, however, will be done not merely because the Seaboard wants to secure a northern connection, but because the Baltimore and Ohio is equally anxious to get into the South and the combination would be a logical outcome of the business necessities of both roads.

This rumor is strengthened by the positive denial from both the Southern and Baltimore and Ohio officials that these two roads have reached an agreement.

Whatever the outcome may be the situation for the rest of the year will remain one of absorbing interest not only to New York financial circles but to all the communities along the route of the roads in question.

The Columbia State learns from an unquestionable source that the rumors connecting the Seaboard Air Line and the Southern with the purchase of the Carolina and Northwestern are unfounded in fact, and that the new owners of the road are not connected with either of these systems. They are men of ample means who have a definite plan of development to carry out.

They propose to change the road to standard gauge and are already making preparations to that end. They will extend it from Lenoir, N. C., its present terminus, to Elizabethton, Tenn., a point about 15 miles south of Bristol, with which point it is already connected by rail. This extension will pass through extensive coal and iron properties. It is also intended to extend the line south from Chester a distance of about 50 miles to Camden, where connection will be made with the three leading railroad systems of this section. A road from Chester to Camden will pass by the great water power on the Catawba river.

The main purpose of the capitalists behind the project is to supply this section with coal from the extensive Tennessee fields. This they will be able to do at rates probably below all rivalry from other sources, and as cheap coal will be a blessing to South Carolina it follows that this development will be of great value and importance to the State. A corps of surveyors is about to be put in the field to run the line between Chester and Camden. At Camden the competition between the Seaboard, Southern and Atlantic Coast Line system is counted on to furnish ample distributive facilities.

The Ladies.

The pleasant effect and perfect safety with which ladies may use Syrup of Figs, under all conditions, makes it their favorite remedy. To get the true and genuine article, look for the name of the California Fig Syrup Co. printed near the bottom of the package. For sale by all druggists.

Just a word again about our Drummond's soft finish worsteds. If you intend buying a Prince Albert suit they are what you want.

RUDELPHI & WALLACE,

333 Main street.

(Communicated.)

An Interesting Light.

There are many points of interest in quaint old Norfolk, among them being that lovely clarity, the Ballentine Home. It stands in bold relief against the quiet sky. A few evenings ago it was the scene of much interest to the inmates, who were gathered around in a circle, watching something. What was it? A century plant slowly opening its fair blossoms under the shimmering gas light—glorious flowers that had been folded away for so many long years—storm swept years for those who watched it, and for all the wide old world without. It was sent to cheer the ladies by the present Mrs. Ballentine. "And the greatest of all is charity," or, as the word now stands: "And the greatest of all is love."

R. B. S.

BRIEF ITEMS OF INTEREST.

Mrs. Joseph King and children, of Fenwick street, left last night on a visit to her brother.

Miss Annie K. Sauls, of 223 Bule street, has returned to Bowling Green, Va., to resume her studies at the Southern Seminary.

The Young Daughters of the Confederacy and the Lady Managers of Norfolk Retreat for the Sick will serve luncheon at the Woman's building at the State Fair, October 3, 4, 5 and 6.

The steamer Sue arrived here yesterday morning from Fredericksburg in place of the steamer Essex, which is undergoing an annual overhauling.

Rev. A. S. Lloyd, D. D., pastor of St. Luke's Episcopal Church, has returned from Alexandria, and will occupy his pulpit to-day at the usual hours. His family will return later.

Misses Maggie and Annie Cashin left yesterday evening for New York to attend the Dewey celebration.

Mrs. Hetty L. Smith and little daughter, Pauline, returned yesterday from Williamsport, Pa., where they spent the summer.

Miss Margaret Campbell, who has been spending the summer at Williamsport, Pa., returned home yesterday via the Old Dominion steamer from New York city.

Police Court Officer Curley returned to duty yesterday after a ten day's furlough.

Work is progressing well on the large new livery and boarding stables of Mr. B. L. Dozier, in the rear of the police station, on Cove street. The building will be completed by October 1st. It will be one of the largest and finest stables in Virginia, and will be supplied with all modern improvements.

Miss Annie Godwin, of South Marshall avenue, left yesterday via C. and O. Railway for Charlottesville, Va., where she will attend the Rawlings Institute.

Mrs. Capt. Frank Wood and daughter, Miss Ella Van Wyck, left yesterday afternoon by the Old Dominion Line for New York, where they will be in attendance upon the Dewey celebration. They will spend several weeks with friends and relatives.

Mr. S. Dozier, the popular Main street dry goods merchant, is on another visit to the Northern markets for the purpose of purchasing more fall and winter goods for his holiday novelties.

Mrs. Senem Eyre, mother of Mrs. Richard Taylor, of this city, died at her home in Northampton county Thursday.

Miss Kate Liebe, of Rosebank, Staten Island, is the guest of her cousins, Captain and Mrs. William Thompson, of Charlotte street.

Robert Wilson, colored, an old inmate of the almshouse, died at that institution Friday night from a sun stroke, aggravated by other troubles. He was 74 years of age.

Mrs. Edward Shanley, who has been visiting her brother, Mr. M. H. Hannan, left last evening via Old Dominion, for her home in New York, accompanied by the Misses O'Reilly, of Albany, N. Y., who have also been guests of Mr. Hannan's family.

Dr. John F. Woodward sailed from Elizabeth city yesterday for Norfolk about the 25th inst.

The United Typothetae has closed its annual meeting in New Haven, Conn. Mr. John E. Burke, of Norfolk, was elected third vice-president.

A four-story brick building, 45x160 feet, is being erected at Nos. 24, 26 and 28 Union street. The building has been leased for a period of twenty years from Dr. H. M. Nash, the owner, by A. Wrenn & Co. It will cost, when completed, \$15,000.

Joshua Garrison filed a petition in bankruptcy yesterday through his attorney, W. McK. Woodhouse. Liabilities, \$3,500; assets, nothing.

The detectives have found no trace of young Emanuel Kaufman, of Atlanta, who has been west since last Monday night. The Pinkertons are looking for him all through the Eastern States.

POLICE COURT RACKET.

A WITNESS SECURED—VARIOUS OFFENCES INQUIRED INTO.

C. R. House, who says he came to Norfolk Friday, on an excursion from Greenville county, complained to the police yesterday that he had been robbed of his watch. Sam Mason, colored, was arrested and charged with the crime, and was bailed for his appearance in court Monday. The police gave little credence to the story told by House, and he was locked up to insure his appearance in court Monday.

Sam Dowdy, a colored man, was arrested yesterday morning charged with stealing oyster-tongs, oars and a large quantity of chain. Another negro, who was with Dowdy, escaped. The arrest was made by Officer Sanderlin. Some of the stolen property is thought to be long in Berkeley.

Margaret Daniels, colored, got drunk, and her conduct was very disorderly, for which she paid \$2.

Curtis King, colored, stole a pair of pants from John Artis, also colored, and he paid \$3.50.

Joseph Humphries, colored, threatened Mary Johnson, and paid \$5.50 for going.

Dannel Monroe, charged with being an accessory to the theft of some land, was taken to go, and sin no more.

Bertie H. Hatcher, colored, abused Amy Owen, but was discharged from custody upon payment of costs by the complainant.

Obsequies of Mrs. Fannie L. Turner

The funeral of the late Mrs. Fannie L. Turner, wife of Substitute Police Officer C. A. Turner, who passed away at her home, No. 285 Church street, Friday, was held from the First Baptist Church at 10 o'clock yesterday. The services were conducted by the pastor, Rev. E. B. Hatcher. The remains were laid to rest in Elmwood Cemetery. Following were the pall-bearers: H. G. Wolfe, P. N. Grant, C. C. Hight, W. H. Fowle, S. J. Taylor and H. B. Hart.

"Every Cloud Has a Silver Lining."

The clouds of bad blood enveloping humanity have a silver lining in the shape of a specific to remove them. It is Hood's Sarsaparilla, America's Greatest Medicine, which drives out all impurities from the blood, of either sex or any age.

Hood's Sarsaparilla

Never Disappoints.

WITH THE SHIPPING

A Gulf Story of Mariner Duffy and the Bears.

Freight Tonnage Crisis—Post Light the Elizabeth—Profit in Ship—Boston Sorry—An Unique Honor—Reserve's Cruise.

Freight rates for shipping are at present the highest known in this port for years, and are rising with no indications of a fall or of a stop in the upgrade this winter.

Two reasons are assigned for this state of affairs: the first, that freight tonnage is very scarce, the second, that the demand is extra great. It will be remembered that in last November's gale and in heavy storms since a large number of barges, schooners and steamers, coal-laden, have foundered, and of cargo-carrying, decreasing the available tonnage and causing a shortage of coal supply at eastern and southern ports. This tonnage gap has not been filled and as a consequence there is great demand for coal at eastern and southern ports, and no freight bottoms to carry it. Added to this is the rise in price and increase in demand for lumber, pig iron, piling and timber products; the natural increase in traffic business, coastwise and abroad, and the south of the United States West India trade, and the drafting of American bottoms to supply the carrying tonnage. At present there are more freights than vessels, and \$25 and \$20 is easily obtained on New York charters, while \$30 does not look improbable ere winter sets in.

Numbers of steamers are being chartered for South America and West India trade, and the recent "Hebe" case, in which the United States Navy took coal for the United States Navy to Porto Rico, was likely due to the fact that American bottoms could not be had.

Captain Holborsen, of the British steamship Agnes, reports that he encountered the hurricane on August 16th, eighty miles off Hatteras, and several seas washed over the Agnes, but she escaped with little damage. During the two days she lay in the storm Captain Holborsen reports that several steamers near her went down. It is thought that one of these was the South Cambria, a British steamship, bound from Norfolk to Havana, with coal for the United States Government. It is said that the steamer sailed from Hampton Roads on August 10th, she had not been heard from. She carried a crew of thirty.

The Agnes' crew also believes that the big schooner John C. Haynes, Captain Hamilton, with a crew of 100, was one of the wrecked vessels. The Haynes was bound from Port Tampa to Baltimore, with phosphate rock.

The steamship Bermuda, which has been steamed at Norfolk from Baltimore for several days, is now detained at the latter port pending cancelling or completing charter. She was to have loaded staves and lumber at this port for Jamaica, but there seems to be a hitch somewhere, and the Baltimore Sun is authority for the statement that the charter has fallen through.

In yesterday's issue was published a statement to the effect that the James River from Newport News to Richmond, is to be lighted with post lights. It has long been urged that the Elizabeth river, from Hampton Roads to Pinners Point, be so lighted, and yet nothing of this has been secured. Norfolk needs this as much as Newport News or Richmond needs the other, and steps should at once be taken to secure this benefit. A trifle greater activity on the part of Norfolk's public men with pull at Washington would secure it.

Appropos of the growing interest in ship-owning and the recent increase in investing of local capital in such property, it appears that the investments are, properly managed, fortunate risks, as even in losing there is not much loss on the original taking. A case in point is the following:

The Belfast (Me.) Republican states that the Bath built four-mast schooner, Augustus Palmer, 1,287 tons, which was wrecked recently in Hampton Roads, and a total loss, had paid for herself in four years, and also recently paid for repairs, and she is now earning several thousand dollars for dividends to her owners.

A beacon light is to be erected off Duart Point, on the Isle of Mull, as a memorial to William Black, the novelist. Duart Point is the scene of the story of "Machinist."

This is perhaps the first instance on record of the Lighthouse Department of any nation erecting a memorial a light for mariners' safety. The great novelist could possibly have had no more appropriate recognition, as his novel, "Machinist," is the most vivid and beautiful of terrors of that coast ever penned.

One of the best-known marine reporters on the Atlantic Coast is Capt. Duffy, of the Baltimore Sun, and every coasting captain who has ever looked into the Baltimore harbor knows the launch and its good humored and versatile captain. The web-footed men of Gaff-top and Main-roy corners will therefore appreciate the following from the Galveston News:

"Do you know Duffy?" asked a mariner of The News man yesterday.

"The Baltimore newspaper man."

"Oh, Duffy with the steam launch, who goes out to meet the ships that go to Baltimore?"

"Yes; he's the man."

"I have heard of him. Why?"

"Oh, I didn't know but that you knew of him. He's a character, isn't he? He will board a steamer, and there or four questions—that's all, just three or four questions—and away he will go and write up a column of stuff on the strength of it. I remember once when we were running into Baltimore in one of the steamers of this company that we had three or four Italians aboard, and with them were some walking bears. They were passengers along with the bears. But they had never cent, and it was doubtful if the immigration officers would let them land, although they were willing enough that the bears should be landed. They would rather have the bears than the men."

Well, that was not the story I started to tell you, however. One of the big got loose, but he did not know it, and never moved the length of his chain to find out. Duffy, however, heard that he was loose and confirmed it. The

next morning there appeared in the Baltimore Sun the greatest lot of stuff about the capers that bear cut after he was loose; how he tore up and down the deck and made everybody hunt a hiding place, and all that sort of thing. The captain was hopping mad about it, because the thing would get home to the owners, and there was not a word of truth in anything except the fact that that the bear was loose. He never stirred from the place he was sleeping in all the time.

"They made us take back the Italians and their bears, the immigration agents deciding that they were not fit subjects for this country."

The schooner Florence I. Lockwood has been bought by Captain Smith, of the schooner Daniel Brown, and others of Norfolk, and will be added to the growing Norfolk fleet of coasting vessels. She is an old vessel, having been built in 1867 at Norfolk, Conn., but is still staunch and seaworthy. She is of 293 gross tonnage.

The Italian steamship Hercules, Captain Massardo, is on her first trip to this port and her captain stated yesterday that she is one of a fleet of eight steamers owned by Genoa, Italy, parties, who have sent her here this time as an experiment, and if time of trip, promptness of handling and fair return are what is asked, the entire line will be turned to this port for their regular business.

The two-stack ocean tug James Smith, Jr., libel for the loss of the barge Belle of Oregon, will be sold on Berkeley flats next Wednesday noon by Deputy United States Marshal J. E. West. The claims against her are \$20,000 and it is said she is worth about one-fourth that.

The Virginia Pharmacy.

The Virginia Pharmacy, just north of St. Paul's Church, on Church street, is attracting considerable attention, as it is brilliantly lighted, attractively stocked and furnished, and both proprietors are well and favorably known to the public. Mr. C. R. McKimble, for nearly five years with J. W. Burrows and Burrows & Martin, is not only a high-class pharmacist, but a live, energetic gentleman who has many friends, while Mr. Taggett, of the City Drug Store, Berkeley, is well-known in both cities. The new firm has a well-stocked store, with a full line of drugs at popular prices, which means the bottom of the price scale. The prescription department is notably well supplied, and as both members of the firm are first-class compounding pharmacists and they have night-bed attachment to both telephones, the public are assured of prompt service any time, day or night. Everything is modern and up-to-date, and they now merely ask the public to call on them.

Boleza's Dancing Academy.

Grand opening soiree for old pupils and friends Thursday night, Montefiore Hall.

New method of teaching—guarantee all will learn to waltz and two-step for \$5.00.

Special rates for old pupils. Ladies and children's classes at Masonic Temple, \$2.50 a month; \$1.50 for once a week, Tuesday afternoon and Saturday morning at 10:30.

Bank Clearings and Balances.

The clearings for the week ending September 14th, 1899, of the banks composing the Norfolk Clearing House Association, were as follows: Balance, \$1,158; same week last year, \$1,311.81. Clearings, \$945,698; same week last year, \$792,719.

OTHER LOCAL ON PAGE 5

FREE.

Botanic Blood Balm (B. B. B.)

A Cure for Blood and Skin Diseases.

Eczema, Pimples, Scrofula, Blood Poison, Cancer.

If you have tried sarsaparilla, patent medicines, and doctored, and still have old, persistent sores, pimples, distressing eruptions of the skin, painful sores, hands, arms or legs, itching sensation, itching skin troubles, eczema, scrofula, ulcers, contagious blood poison, fever, sores, boils, rheumatism, catarrh, face covered with little sores, cancer or any blood trouble, then give B. B. B. trial, because B. B. B.—Botanic Blood Balm—is made for just such cases, and it cures to stay cured. These stubborn blood diseases that other mild remedies fail to cure, benefit. All above named troubles are evidence of bad diseased blood in the body, and B. B. B. cures because it forces out the poison, or impurity, or blood humors out of the body, bones and entire system. To remove all doubt of its power to cure we will send to any sufferer a sample bottle of B. B. B. absolutely free. B. B. B. is an old, well-tried remedy, because we know that it cures to stay cured, for the people cured by B. B. B. is 15 or 20 years ago are well to-day and free from all blood impurities.

Cancer, Bleeding, Fasting Sores.

Chronic Ulcers, Swollen Glands, that refuse to heal under ordinary treatment, are all cured by B. B. B., the most powerful blood purifier made. All druggists sell B. B. B. for 25 cents per bottle, or 6 large bottles (full treatment) \$2. For trial bottle address Botanic Blood Balm Co., 31 Mitchell street, Atlanta, Ga. Describe your symptoms and free personal medical advice will be given.

CLOSING OUT SALE

OF

DRY GOODS

Commencing Monday.

Silks, former prices \$1.00 to \$2.50 per yard, will go to \$1.00 for Monday only. Odds and Ends of Velvets, in colors and fancy styles, at less than half price. All carried-over goods of every description, from Spring to Summer, will be offered at specially great bargains. You can pick up some cheap stuff here on Monday.

C. E. JENKINS

Monticello Hotel.

Southern Bell Phone, 1099.

DO YOU KNOW

WHAT?

RENOVATING HAIR MATTRESSES. We have all kinds in stock, and made of best materials.

WILLARD E. BROWN, 123 Main street.

School Shoes for Boys and Girls